

FATAL RAILROAD WRECK.

Collisions on Grand Trunk Line and Illinois Central Road.

MANY PERSONS WERE BURNED ALIVE.

Partial List of the Dead and Injured.
Names of Bodies are Unidentified.
A Story of Terrible Agony.

BATTLE CREEK, MICH., Oct. 20.—A terrible head-on collision occurred a mile and a half from this city this morning. The accident took place on the Grand Trunk railroad, and was horrible in all its features. From twenty-five to forty persons are reported killed, many of whom were burned to death in the wreck, which took place soon after the collision. The groans of the dying were pitiful in the extreme, but everything possible was done for their comfort.

The wreck took place in the Battle Creek yards between 2 and 3 o'clock in the morning. Twenty-four dead bodies have been taken from the wreck. They are all terribly burned and unrecognizable. The accident occurred because the engineer of No. 6, going east, disobeyed orders by not stopping at Nichols to let No. 3 pass. The passengers killed were all on the east-bound train, and as far as is known the collision took place between a special east-bound train and the regular west-bound passenger train a mile and a half east of Battle Creek station and while passing the crossing machine factory of Nichols & Burghard.

Coaches on Fire.
As soon as the trains collided the coaches took fire, and before the people near by recovered their senses three of the passenger coaches were completely burned up. Twenty-four dead bodies have been taken from the wreck, and it is supposed there are fully that many more under the debris. Most of these were burned to death. In addition to the dead, there are fully forty severely, if not fatally, injured.

Bodies Taken from the Wreck.
The bodies taken from the burned cars were in a horrible condition—so badly burned and dismembered were some of them that they could only be taken out in pieces. These pieces were placed in blankets and baskets, and have become so mixed and separated that it will never be known to whose body they belong. Following is a correct list of the dead as identified by cards and of persons known to have been on the train and who are missing:

Mr. E. W. Vandusen, Fort Plain, N. Y.; Mr. W. Vandusen, Fort Plain, N. Y.; Mr. W. Wirtz and James G. Worthman, New York; Mr. F. B. McKenzie, Stratford, Ont.; Mr. Opperman, New York; Harry Archibell, New York; Culon Roberts, New York; Miss Warren, Garland, N. Y.; J. P. Archibell, New York; Twenty-five bodies unidentified, every bit of clothing having been burned from their bodies. Every one of twenty-five bodies is minus head, legs and arms, which were burned off.

A Most Horrible Sight.
A most horrible sight was that presented by Mrs. Charles Van Duren, of Fort Plain, N. Y. She succeeded in getting half way out of a window, but her lower limbs were fastened, and those who ran to her assistance could not release her. She was burned to death before her eyes, with one half her body still hanging out of the window.

Her agony was terrible, but she retained her senses to the last, giving her husband and telling those who were powerless to save her what friends to notify of her fate.

She was a teacher in a Methodist Sunday school at home, and she died like a hero. Her husband, Mr. Charles Van Duren, was terribly injured, but was taken from the wreck alive. He was removed to Nichols' Memorial Home, where he died at 10 o'clock. The awful work of rescuing the dead and injured was not completed until 9 o'clock this morning, when the last body was taken from the wreck. Sufficient stretchers could not be had, and workers nailed boards together, on which the charred bodies were laid and carried away as fast as they were extricated.

A temporary morgue was made of a freight car, in which the disfigured bodies were placed in charge of the local undertaker. So horribly burned and charred were the bodies that it was impossible to recognize them. It is hardly possible their names will ever be known.

Fire Department's Work.
The accident occurred a mile from the fire station, and before water could be turned on the cars they all burned. No one on the Raymond special was hurt. The Pacific express was made up of thirteen old coaches, and four of them were completely burned, catching fire from the lamps in the cars.

Henry Canfield, one of the night clerks of the Chicago and Grand Trunk roads, heard the crash and immediately pulled the fire alarm and then telephoned to the engine house and informed them of the wreck. The firemen responded promptly, but the wreck was over a mile away from the nearest hydrant from the wreck, and the difficulty of driving the hose wagon between the cars and tracks, delayed them, and the fire had gained considerable headway when the fire of hose was thrown on it, taking the last to reach the burning cars.

THE COMPROMISE BILL.

AGREED UPON IN THE CONFERENCE BETWEEN SENATORS.

Bill for Repeal of the Sherman Law to Take Effect the First Day of January, 1895.—President's Acceptance.

THE SENATE, RAYLEY BUILDING, WASHINGTON, October 20, 1893.
The large crowds which for weeks past have thronged the Senate galleries climbed up the Capitol Hill this morning in anticipation of a repetition of the exciting scenes of the past few days. In this, however, they were disappointed and they were soon scattered about the other parts of the Capitol. The Senate this morning went into executive session immediately after convening, and so remained during the major portion of the day. This termination of the exciting debate finds its explanation in the fact that the Democratic senators have finally been aroused to the situation that they will either have to present a compromise measure or have their thunder stolen by the Republicans, who would be eager to secure a party victory in the final solution of the silver question.

A Compromise Bill.
With all the estrangement which the debate has engendered between senators on the Democratic side, they have finally been compelled, for the sake of the party, to come together for some compromise. The compromise agreed upon in the conference between the senators is said to be a bill, which will be introduced tomorrow, providing for the repeal of the purchasing clause of the Sherman law, and the free silver men consider that they made sacrifices, it is difficult to determine, and both sides seem to speak of the matter as if they were not in a hurry to pass it.

Work on the Tariff.
The Ways and Means Committee are steadily at work upon the bill, although it is understood that the committee differ in opinion about some of the details under consideration, and it is more than likely that three distinct tariff measures will be reported from the committee, the first being a Democratic report under the supervision of Mr. Wilson, the second by the Republicans, and the third by the Republican members of the committee.

The committee have abandoned every public opinion, and behind the telegraph some delegation arrives here and holds a conference with such individual members of the committee as may be disposed to listen to them. One of the questions which is most seriously taxing the intelligence of the committee has been the question of wool and woolen goods. Mr. Stevens, of Massachusetts, who is one of the largest manufacturers of woolen goods in the East, and who is a Democrat, has requested by the committee to thoroughly investigate the matter of duty upon woolen goods and make an estimate to the committee as to the reduction he thought should be made upon the tariff on woolen goods. The present duties, specific, and ad valorem tax on woolen goods amount to 10 per cent.

Mr. Stevens has reported to the committee that he believes that the woolen goods should be reduced to 5 per cent, and that he would be willing to accept that reduction. There is a growing sentiment on the part of the majority of the committee to put a tariff of one cent upon sugar, and to discontinue the tariff on sugar. The committee are also considering the tariff on sugar, and the tariff on sugar is a subject of much interest in this country. Under the McKinley bill sugar was put upon the free list and should the committee in its bill report a tariff of one cent per pound, there is no question but that the tariff on sugar will be a subject of much interest in this country.

Conductor and Engineer Arrested.
Conductor Scott and Engineer Woolley were arrested to-day upon warrants charging them with manslaughter. Scott gave bonds, but Woolley could not do so, and is in prison. The engineer asserts that the conductor had passed the conductor's duties and asserts that the engineer had a copy of the order to wait for the west-bound train, and fully understood it. The conductor says he left no secure track, and all was well when his train left Battle Creek station, and was there when the collision occurred. The twenty-seventh victim will be added to the death list before morning. This will be F. M. Smith, a die, but the rest of the injured are doing well.

Internal Revenue Taxes.
The internal revenue taxes will be held until the last in order to serve the purpose of bringing up the requisite amount of revenues, should it be found that the reductions contemplated in the bill have reduced them to a point below the requirements of the government. There has been considerable discussion regarding the raising of the revenue tax, and it was formerly eight cents per pound, and was reduced to six, and it has been thought that the tax might possibly be put back to eight cents. Congressmen Swanson, however, called upon Mr. Wilson, and asked him to let the matter rest. Mr. Wilson assured him that the question had not yet been considered and that before any change should be made he would notify the public.

Cause of the Accident.
The New Orleans limited was due at the Twelfth street depot at 12:30 this morning. It had seven coaches and two sleepers, all filled. At Otto Junction, Bloomington, the division branches off from the main line. The coal train, under the charge of Conductor Gallard, of Bloomington, arrived at the junction for signal, the passenger train had stopped before reaching the crossing. For some reason the coal train forced ahead, running on the passenger track, and when the passenger train struck it both trains were going at fair speed, and the shock threw the passenger coaches off the track. The engine was derailed and the coal train, carrying a car, and express car and two coaches, were torn up by cars loaded with coal. Most of the passengers were asleep, and the shock threw them to the floor. Splintering of cars and the flying glass did the worst damage.

EXECUTIVE BUSINESS.

CONSUMED MOST OF THE TIME OF YESTERDAY'S SESSION.

A Discussion Over the Nomination of Mr. Van Alen for Ambassador to Italy—No Protest Against the Others.

WASHINGTON, D. C., Oct. 20.—The Senate devoted four hours and a half to executive business and gave the seal of its approval to the appointments of Mr. Van Alen, as ambassador to Rome, and Mr. Kibbreth, as collector of customs at New York. During the brief period that the doors were open and the public admitted to the galleries, a few important events occurred. Chief among them was the introduction of a cloture rule, by Mr. Voorhees—practically the same as that fathered by Mr. Hill. It provides that when any bill or resolution, which occupies the advantageous position of "unfinished business," has been debated for thirty days any senator, may, at any time, make a motion fixing the time when the final vote shall be taken; that motion shall be put immediately; and that, during its pendency, no debate or amendment shall be permitted. The original motion, however, must have the affirmative vote of a majority of all the members of the Senate, and may come up for action to-morrow.

Debate Against Railroads.
Mr. Morgan introduced (by request) a bill to facilitate the collection of the debts of the aided Pacific railroad companies to the government. Referring to the bill, Mr. Morgan said: "The Senate has taken up executive session, and remained there four hours and a half, the doors being reopened at 3:10. The silver purchase repeal bill was then taken up, and Mr. Peffer offered an amendment to the substitute. It passed on free coinage of silver and silver under the provisions of the act of 1873, and revives that act."

Mr. Peffer stated the points in which this amendment differed from that heretofore offered by him, proposing free coinage of silver, which had been voted down some time ago. This one bill occupies the position of being the first that must be voted on.

He then went on with the speech commenced by him last Friday, and continued in statements on Saturday, Monday and Thursday.

Picture of Peffer.
One of Mr. Peffer's picturesque and energetic expressions was (speaking of the course urged upon the Vice-President) "Let no Caesar come into this body, and then there will be no need of a Brutus."

Another was: "If we defeat the 'Holy' or rather unholy alliance of the administration with Wall street, this struggle will become a memorial to the people of the United States which will have shown itself to be the last refuge of constitutional liberty."

Having referred by name to Messrs. Voorhees and Gordon, as senators who had changed their position on the silver question, he was called to order for mentioning senators by names, and was informed by the Vice-President that the parliamentary expression was that the senator or the junior senator from Indiana, being so instructed, he made the necessary change in phraseology.

After he had spoken for two hours, but without nearing the end of his discourse, Mr. Peffer, at 5 P. M., yielded a motion to take a recess till 10 o'clock to-morrow morning, which was agreed to.

The Executive Session.
A great deal of work was done in the long executive session and the canard, which had been lumbered up with numerous nominations, was finally disposed of. The discussion in the session lightened around the debate on the nomination of J. J. Van Alen to be Ambassador to Italy. The other nominations went through without a word of protest.

It is believed that Mr. Kibbreth, to be Collector of Customs at New York, a nomination which, when it was made, August 23, attracted much attention among the politicians of New York. The nomination set up for several weeks. The nomination of Van Alen was called up by Mr. Gray, of the Foreign Relations Committee, and a debate was precipitated through the views expressed through the committee. The discussion was a great deal about "dukes," "mugwumps," and such things. Mr. George was the only Democrat who voiced his opposition, although the roll call shows a majority in favor of the nomination. Mr. Hill said nothing, contenting himself with a simple vote in the negative. Mr. Gorman, it is understood, defended the administration from the criticisms cast upon it by the Republican press. Speeches critical of the wisdom of the selection of the Executive were also made by Messrs. Lodge and Teller, while other senators especially those from the silver States, were reported as being more at liberty by the senator from Colorado.

Van Alen's Confirmation.
A motion was made to recommend the nomination to the Committee on Foreign Relations, but it was promptly tabled. Subsequently the vote on the nomination was taken, resulting in 38 yeas and 22 nays. The prominence given to this nomination by the press led the Senate to follow a precedent and place before the public the action of the Senate in detail.

The following is the vote on Mr. Van Alen's confirmation: Yeas—Messrs. Aldrich, Bate, Berry, Blackburn, Bruce, Butler, Caffery, Camden, Cameron, Coke, Davis, Dixon, Faulkner, Frye, Gibson, Gorman, Gray, Hendricks, Jones, Lindsay, McMillan, McPherson, Mills, Morgan, Murphy, Palmer, Pasco, Quay, Ransom, Roach, Smith, Stewart, Turpie, Vilas, Voorhees, Wallworth, White, Louisiana, and Wolcott—38.

The Cabinet's Action.
WASHINGTON, D. C., Oct. 20.—Every variety of rumor is heard as to the action of the Cabinet to-day on the silver question. The meeting lasted two hours, all the members being in attendance. Two directly opposing views said to have been derived from cabinet officers were afterwards put in circulation. The first was that the President had become convinced that it would not do to oppose any plan of compromise which delayed the repeal of the Sherman law. The second view was that the President was of a more moderate opinion, and that he was willing to approve this plan.

WEEKLY TRADE REVIEW.

DUN AND BRADSTREET'S REPORTS ON THE SITUATION.

Much Gain in Hope and Little in Business. Domestic Trade Increasing—The Iron Output.

NEW YORK, N. Y., Oct. 20.—R. G. Dun & Co.'s weekly review of trade to-morrow will say: There has been much gain in hope and a little in business. Assurance that the repeal bill will soon be passed have again been accepted by traders as a reason for buying things speculative at higher prices, and with money abundant on call, \$85,000,000 having been received in this city within ten weeks, speculation in stocks and products has an unusual stimulus, and would have expanded even more but for continued embarrassment of industries. The root of the difficulty is the decrease in consumption of all kinds and in that respect the week has brought no perceptible change.

Shrinkage in Cotton.
This shrinkage appears less in cotton than in some other branches of manufacture, and during the week there has been a slight improvement in the market for some goods. But some large mills which recently resumed have stopped again, while the number reported in operation is increasing. The market indicates plainly that few are working at their full capacity. The reduction of wages has been general, and does not tend to increase the consumption of goods.

Decrease in Consumption.
The feature of most importance as respects the great industries is that operations are restricted, not by want of money or difficulties with labor, but by a strangely large decrease in consumption. The volume of domestic trade has been slow, with last year, being 8.5 per cent. less than the year before. The market indicates plainly that few are working at their full capacity. The reduction of wages has been general, and does not tend to increase the consumption of goods.

Caution Prevails.
The exchanges at the principal clearing-houses show a decrease of 3.5 per cent. for the week, which is less than appeared some weeks ago, though it may be partially due to the unusual volume of payments deferred and now made only in part. The earnings of railroads show a little more decrease than last week, compared with last year, being 8.5 per cent. less than the year before. The market indicates plainly that few are working at their full capacity. The reduction of wages has been general, and does not tend to increase the consumption of goods.

Bradstreet's Report.
Bradstreet to-morrow will say: Still another business week is rendered cloudy by the prospect of the parallel imposed on commercial and industrial operations by the revolutionary measure of the minority in the Senate. Larger representative manufacturers, jobbers and wholesalers in leading lines have generally been unable to operate with reference to the future supply or demand, and the result is that the great iron and steel industries remain practically on their backs, with no signs of a revival in the market. The volume of domestic trade has been slow, with last year, being 8.5 per cent. less than the year before. The market indicates plainly that few are working at their full capacity. The reduction of wages has been general, and does not tend to increase the consumption of goods.

Improvement in the South.
Atlanta merchants report satisfactory sales in leading lines, and manufacturers there have better demand for their product. Charleston reports renewed activity in fertilizers and rice. The request for turpentine and prices tend upward. General trade is brisker, but while cotton receipts are heavier, the demand is slackened somewhat.

Freer sales of cotton at somewhat better prices and less restriction of prices in New Orleans have stimulated general trade, and the process of stocking up the interior storekeepers has begun. An improvement in demand is reported from Birmingham and Mobile. At Memphis and Nashville there is a change, which is a decrease in demand for hardware and better request for dry goods, but August has not improved. At Houston the dry weather has interfered with the movement of the staple merchandise.

No Serious Gulf Storms.
WASHINGTON, D. C., Oct. 20.—The inquiry made of the Weather Bureau this morning as to whether the anticipation which had been expressed of another gulf storm reaching Charleston, S. C., is likely to be realized, elicits the gratifying information from Professor Garriot, who is in charge, that their advices from Charleston indicate nothing serious in the storm.

Real Estate Failure.
MINNEAPOLIS, MINN., Oct. 20.—C. H. Pratt, a real estate dealer, has assigned. The assignment has also forced the St. Anthony Park Realty Company to the wall, he being president. Pratt and the company owned realty in St. Paul, Minneapolis and St. Anthony Park valued at \$700,000.

RANGE OF THERMOMETER.
The following was the range of the thermometer at the Times office yesterday: 9 A. M., 61; 12 M., 73; 3 P. M., 74; 6 P. M., 63; 9 P. M., 63; 12 M., 68. Average, 66.1.

WEATHER FORECAST.
WASHINGTON, D. C., Oct. 20.—For Virginia—Showers; east wind; fresh on the coast; becoming variable in the interior. For North Carolina—Showers; northeast winds; fresh and brisk on the coast.